RAJYA SABHA

Wednesday, the 27th April, 1988/7 vaisaka, 1970 (Saka)

The House met at eleven of the clock, **Mr. Chairman** in the Chair.

ORAL ANSWERS TO QUESTIONS

*41. [*The questioner (Shri S. S. Ahluwalia) was absent. For answer,* vide col. 21—31 infra].

Setting up of Airlines Maintenance Corporation

*42. SHRI V. NARAYANASAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have considered a proposal for the setting up of an Airlines Maintenance Corporation in the country in view of the recommendations made by the Institute of Cost and Works Accountants of India in this regard;

(b) if so, the details thereof and by when it is proposed to be started; and

(c) what were the other main recommendations made by the ICWA?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA): (a) No, Sir. The Report of the Institute of Costs and Works Accountants of India has not been received by the Ministry of Civil Aviation.

(b) and (c) Do not arise.

SHRI V. NARAYANASAMY: Mr. Chairman, Sir, the hon. Minister's reply is most disappointing. Actually, Sir, the Indian Airlines is the second largest domestic airlines in the world. It is carrying more than 10.3 million passengers a year. There are 48 flights being used in the Indian Airlines. But everybody it is a phenomenon with the airlines that in all the airports the flights are delayed due to technical faults. Under these circumstances, I would like to know from the hon. Minister as to what is the total cost incurred by the Indian Airlines for maintaining the aircraft and whether the Ministry has thought of forming an Airlines Maintenance Corporation or not.

SHRI MOTI LAL VORA: Sir, I have already said that the Civil Aviation Department has not received the report as yet. So, the question of disappointment to my hon. friend does not arise at all since we have not received the report yet. The moment we receive the report, we will definitely look into it.

SHRI V. NARAYANASAMY: Sir, I asked the Minister about the total amount incurred for the purpose of maintenance of the aircraft per year.

SHRI MOTI LAL VORA: Sir, for the maintenanec of our aircraft, we are keeping spare parts. As the hon. Member desired the figures, for A-300 spares we are keeping of about Rs. 52.77 crores; Boeing spares, we keep of Rs. 35.68 crores; for F. 27 we keep of about Rs. 3.33 crores; for HS-748, we keep Rs. 6.64 crores; and other engineering stores we keep about Rs.9.87 crores. We keep spares of a total amount of Rs. 108 crores and this is the break-up.

SHRI V. NARAYANASAMY: Sir, the Airlines are not keeping more aircraft to make use of them during an emergency when any aircraft is on fault. They do not have other aircraft and the passengers have to wait in the airport for 12 hours or 13 hours for the purpose of getting their flight. Therefore, I would like to know from the hon. Minister whether the deal to purchase 19 Airbus-320's has been finalised and when the Government proposes to purhcase these aircraft.

SHRI MOTI LAL VORA: Sir, we are keeping sufficient number of aircraft, and since I have earlier said that we are short of aircraft, we are having six aircraft in the month of

June, 1988, most probably. And after getting those aircraft on lease, we will be able to satisfy certain demand. As regards the purchase of 19 aircraft, we will be receiving these in the year 1989 from June to November. After that, our position will improve.

SHRI K. MOHANAN:**

MR. CHAIRMAN: The Minister is not expected to reply to anybody rising like that. That will not go on record. No, no you know it and everybody knows it.

SHRI SURESH KALMADI: Sir, I think the airlines maintenance corporation, if it is set up, it is a good idea, if it is to bring under one umbrella the maintenance of various aircraft like those used by the Indian Airlines, Air India and Vayudoot. Because what is happening today is that Vayudoot is in a shambles as far as maintenance is concerned. You know that even ocmpanies like the Dornier and the Garret they have stopped supplies of spare-parts because Vayudoot owes them a crore and a half. Vayudoot owes to HAL, the other engineering company, Rs. 2 crores. They have also stopped servicing Vayudoot aircraft. Therefore, there is need for a central maintenance corporation to be set up so that one of the wings does not come to a standstill.

MR. CHAIRMAN: But what is your question?

SHRI SURESH KALMADI: Sir, I am coming to it.

MR. CHAIRMAN: But afterwards I am getting the complaint that so much of time was taken by one question.

SHRI SURESH KALMADI: For the last one year out of one aircraft which cost Rs. 6 crores; they have taken out parts worth Rs. 2 crores. This is the position. So only ten aircraft are serviceable in Vayudoot today. Sir, my question is very very specific, namely, whether this aircraft maintenance corporation would be set up at an early date and whether it is true that there is a crisis in Vayudoot because no spares are being supplied to the Dornier aircraft.

SHRI K. MOHANAN: Then who will be the Chairman, Bajaj, Tata or Bata?

SHRI MOTI LAL VORA: Sir, the question itself my hon. Member should know, it is for airlines maintenance corporation and it is not for Vayudoot. As regards Indian Airlines and Air India commonality, there is no commonality between Indian Airlines and Air India in respect of the aircraft in their fleet and spare-parts for Airbus 300 are already being used for these aircraft by both the airlines.

SHRI SURESH KALMADI: That is not my question.

SHRI MOTI LAL VORA: The question is about aircraft maintenance corporation, it is not about Vayudoot and as far as Air India and Indian Airlines are concerned, we have got only five aircraft of the common nature and their maintenance is being done at four places in the country, as my hon. Member knows.

SHRI SURESH KALMADI: That is not my question.

SHRI MOTI LAL VORA: He is worried about Vayudoot. Let the..

SHRI SURESH KALMADI: All right, I may be allowed to speak on the next question, that is on Vayudoot.

SHRI MOTI LAL VORA: Vayudoot are getting regular supplies of spares from the Dornier and we are making advance payments on the letter of credit. We are not at all deprived of the spare-parts from the Garret. We are making payments..

**Not recorded.

SHRI SURESH KALMADI: How much do you owe them?

SHRI MOTI LAL VORA: It is not a question of owing. It is a question of transaction between the Government and the company.

SHRI SURESH KALMADI: How much do you owe Indian Airlines, Rs. 10 crores?

SHRI MOTI LAL VORA: Sir, I can satisfy hon. Member with my other replies on Vayudoot.

DR. (SHRIMATI) SAROJINI MAHISHI: Sir, Indian Airlines and Air India consist of a variety of aircraft, ranging from Avro, Fokker, Viscount, Caravelle, Boeing family 707, 727, 737, 747, etc. The spare-parts will be different for different aircraft. It is actually a collection of a variety of aircraft. Even if the ground engineers and radio operators are to be trained by renewing their licences, they have to be given separate training every time they are put on different aircraft. If it is the case of spare-parts, I would like to know whether the spare-parts will be a collection in a museum of spare-parts belonging to different families of aircraft or whether Air India, Indian Airlines and the Ministry will make efforts to have aircraft of a common family.

SHRI MOTI LAL VORA: Sir, the family is well-known to the hon. Member, I mean the existing fleet. We would like to have common fleet, but we cannot say that it will be possible just now. We cannot say just now. It all depends upon the availability of the aircraft and wherefrom we purchase. We cannot say that the same quality or the same type of aircraft we get from the corporation or from other companies. It is very difficult to replace all the aircraft at the moment, because we are passing through very critical situation, and the demand of the airlines and the passengers is increasing everyday and we have to meet the demand with the existing fleet.

DR. (SHRIMATI) SAROJINI MAHISHI: What is the perspective planning? The Minister should be able to tell us.

SHRI MOTI LAL VORA: If we keep these aircraft in the museum, how will the hon. Member fly? We do not want to keep them in the museum...

SHRI A. G. KULKARNI: She was the Civil Aviation Minister perviously.

कुमारी सईदा खातून : सभापति महोदय, मैंने जो पूछना था वह श्री सुरेश कलमाडी जी ने पूछ लिया है ।

SHRI DHARANIDHAR BASUMATARI: I had a sad experience of flying on the Dorniers, from Calcutta to Airawl, and this flight is so dangerous, I was about to die. There are complaints against Dornier aircraft, and I want to know...

MR. CHAIRMAN: Did it happen with you?

SHRI DHARANIDHAR BASUMATARI: ...in view of such complaints, whether he is going to change the Dornier aircraft.

SHRI MOTI LAL VORA: All standards for maintaining Vayudoot are being drawn up they are properly supervised by the Director-General of Civil Aviation. I myself have travelled in the Dornier, and I was not at all horrified. In fact, I would like to take the hon. Member with me and then he will have the experience how nice it is to travel by this aircraft.

MR. CHAIRMAN: Will you provide free flight?

SHRI SURESH KALMADI: Don't take a chance.

MR. CHAIRMAN: You can have a free trip.

SHRI MOTI LAL VORA: I have been going for the inaugural flights at a number of places. People are very happy because these standards are being properly supervised by the Director-General of Civil Aviation.

SHRI SURESH KALMADI: And after the inauguration, the flights do not take off. That is the problem.

SHRI BIR BHADRA PRATAP SINGH: I am surprised as to who advised the hon. Minister to refer the matter to the Institute of Cost and Works Accountants to provide a single maintenance system. Madam Sarojini Mahishi has correctly pointed out that each aircraft has its own speciality; it requires special training for the purpose of its maintenance. So, if there is a single corporation, you will be jumbling up everything and the efficiency is bound to go down. Expertise is never available for all types of aircraft. We have Pawan Hans; we have Vayudoot and two other types. Who has advised the Minister to go in for single type of maintenance system?

MR. CHAIRMAN: You want to know the name of the advisor?

SHRI BIR BHADRA PRATAP SINGH: Will he reconsider his decision and not jumble up the different types of aircraft?

MR. CHAIRMAN: He wants the name of the advisor.

SHRI K. MOHANAN:*

MR. CHAIRMAN: I have already said that except the supplementaries anything said without the permission of the chair will not go on record. Such interruptions the Minister need not take cognisance of. (*Interruptions*).

*Not recorded.

SHRI LAL K. ADVANI: Mr. Chairman, Sir, it should not be off the record. My submission is that this device of 'off the record', of expunction from the proceedings should be resorted to very rarely by the presiding officer, not as a matter of course.. (*Interruptions*)

MR. CHAIRMAN: Mr. Advani, you are a veteran Parliamentarian. The point is this. I am not expunging anything. The procedure is, during Question Hour, the concerned Member puts the question and then Members who are permitted supplementaries put their questions. Other than this, nothing will go on record.

SHRI MURASOLI MARAN: This cannot be a standard practice.

SHRI M. S. GURUPADASWAMY: Sir, may I make a submission? (*Interruptions*)

MR. CHAIRMAN: This is the standard practice. Otherwise, what happens is that some remarks are made, some asides which create problems. If any hon. Member wants to make any observation, he can raise his hand and I will permit him to have his say by way of a supplementary if there is time. Otherwise, we will only have these running commentaries and quarrels. Yesterday, you were not here. It was a very ugly scene. When I went into it, I found that it could have been avoided if we had followed this simple procedure. As I said, during Question Hour, the Member concerned puts the question and other Members who are permitted supplementaries put their questions. Other things, the Minister need not take notice of. This way, we will be able to cover more questions. Members from both the Opposition and the treasury benches have come to me and said that very few questions are covered during Question Hour. If we work in this systematic manner, things will go on well. What I am saying is a well-established rule. Anything said in

the House without the permission of the Chair, which the Chair does not permit, does not go on record. (*Interruptions*)

SHRI M. S. GURUPADASWAMY: No, Sir. (*Interruptions*) May I make a submission on this? Before you make your observations, kindly hear us.

MR. CHAIRMAN: I am not making any observation on anybody.

SHRI M. S. GURUPADASWAMY: Please hear us. (*Interruptions*)

MR. CHAIRMAN: This is what I am going to follow. That is all. I have given strict instructions that anything which is said without the permission of the Chair should not go on record. There is a set rule to be followed during the Question Hour. If you do not want to observe this, please do not come to me. (*Interruptions*)

SHRI M. S. GURUPADASWAMY: Please give me an opportunity to say something on this.

MR. CHAIRMAN: Let me complete my observations. We have to follow this procedure. Otherwise what happens is that we are not able to cover much ground. What I am saying is a well-established Parliamentary tradition. (*Interruptions*)

SHRI M. S. GURUPADASWAMY: No, Sir. (*Interruptions*)

MR. CHAIRMAN: I can tell you because I know it here as well as outside the country, the Mother of Parliaments.

SHRI A. G. KULKARNI: Sir, I would like to make a submission.

SHRI M. S. GURUPADASWAMY: May I make a submission? We are not questioning your decision. (*Interruptions*)

MR. CHAIRMAN: Question Hour is important.

SHRI M. S. GURUPADASWAMY: Let me say what I wanted to say. Then, you can give your decision. We are not at all questioning your decision. You have got the right and the authority to regulate the proceedings of the House.

MR. CHAIRMAN: I am not expunging anything. There is a difference between the two. (*Interruptions*)

SHRI M. S. GURUPADASWAMY: Sir, in Parliamentary debates all over the world, it is customary.... (*Interruptions*) I am using the word 'debate' in he larger sense. (*Interruptions*) I am not on that. Let me finish. My point is, very rarely the Chair removes the expressions of members of the House, very rarely in any Parliament. In British Parliament for nearly 100 years only 300 words have been removed. In Canadian Parliament it is a rarity. Only here, every other day we hear that this thing is remove, that thing is removed. This is not done anywhere else. This is the basic right of the Member of Parliament to express any thing and it should go on record. You can regulate the proceedings, but whatever is said by a member should from part of the record.

MR. CHAIRMAN: There is a confusion here. I want to clear one thing, that is, I am not expunging anything. In the very beginning I said that there is a difference between the two.

SHRI MURASOLI MARAN: All the same you are reversing the whole thing.

MR. CHAIRMAN: This is a well-established practice. Otherwise, you will need as many reporters as the number of Members here because some interruptions are coming from this side and some from that side. The Question Hour is very important. It is the time when we seriously want to know what is what from the Government. This Hour is not for opposi-

tion or the Congress party or the party which is the ruling party, it is something when we all want to know things and this we can do by putting short questions. We can put them in a nice way and convey it to the Minister, but let it go on systematically. Otherwise, what happens, when we all move away from the point, the whole point gets lost. If any Member wants to know something more from the Minister, he can ask a supplementary.

SHRI K. MOHANAN: If the Minister deliberately tries to evade the reply, what will be the fate? I have the right to draw his attention.

MR. CHAIRMAN: Again you have spoken without my permission. Now the question is very very simple. These things, whether he is evading or not, will not lead us anywhere you can put the supplementary and in that supplementary you can say whether he is evading the reply. That arbitration has been given to the umpire. (*Interruptions*). Do not put words in my mouth. I have not said that it will not go on record. There is a vast difference.

This is my instruction to the reporters. It is a well-established practice. I have restricted in the Question Hour anybody rising and putting a supplementary without my permission. Otherwise, what is the sense of my calling 'A', 'B', or 'C'? This has been the practice and this has been done because the whole Question Hour, which is only one hour, should yield the maximum result. Otherwise, if you start commenting from here and they start commenting from there, then I will have no objection, I will leave it free for all. Then you yourselves will complain.

SHRI M. S. GURUPADASWAMY: The whole thing can go on record. You can regulate but you cannot say, it is off the record.

MR. CHAIRMAN: Mr. Gurupadaswamy, I humbly differ from you. There is a vital distinction between what is recorded and what is not recorded. (*Interruptions*). Nothing is going on record, no, no. (*Interruptions*). You are always free to talk in my room. My ruling is very clear that nothing which is spoken without my permission during the Question Hour will go on record, what is on record is not expunged.

SHRI DIPEN GHOSH: We can discuss this properly in your Chamber, Sir.

SHRI M. S. GURUPADASWAMY: Sir, it is not correct to make a distinction between Question Hour and non-Question Hour.

MR. CHAIRMAN: No more dicussion on this, please.

SHRI BIR BHADRA PRATAP SINGH: Sir, my question is, every aircraft has a peculiar machine; it requires a peculiar training to maintain it. Therefore, will the Minister consider withdrawing the reference to this absurd proposition of maintaining a single line of maintenance?

SHRI MOTI LAL VORA: Sir, every aircraft is properly maintained. The day-to-day maintenance and the overall activities of Indian Airlines for the various types of aircraft and its systems are carried out at the four main engineering bases—at Bombay, Calcutta, Delhi and Hyderabad. Each of these bases has full-fledged facilities for maintenance and overall activities of one type of aircraft. At present Boeings are maintained at Delhi Air Buses at Bombay, F-27s at Calcutta and HS-748s at Hyderabad. These bases are geared to the maintenance of one type of aircraft. The main bases can also handle day to day line activities of all types we have got adequate arrangement for the maintenance of aircraft of various makes at these four places.

PROF. C. LAKSHMANNA: Sir, the Minister while replying to a supplementary did say that there are four maintenance bases. I would like to come to one of these. Sir, HS-748 is being phased out. The base at Hyderabad is under-worked There has been a presistent demand from all quarters to keep it up as it is one of the oldest bases. I would like to ask the Minister whether he will assure that he will give some work of A-320 to Hyderabad base so that the case works to the full and contributes to the maintenance of aircraft of the country.

SHRI MOTI LAL VORA: Sir, at present, at Hyderabad, we are maintaining HS-748 and we have got adequate facilities there. The Member has said about the other aircraft.

PROF. C. LAKSHMANNA: It is being phased out. By 1990 or 1992, HS-748 will be phased out. Alternatively, we have to thing in terms of giving work to this particular base. And the only way it could be done is by providing A-320 to Hyderabad base—at least some of it—because the Delhi base is also being developed for A-320 while Hyderabad base will be having less work. Therefore I am making a special request to you whether you will assure that some A-320 aircraft will be given to to you whether you will assure that this base so that this engineering base is put to full use and good use.

SHRI MOTI LAL VORA: Sir, the Member has rightly said, but it requires a separate notice. The question about maintenance of HS-748 at Hyderabad is different as against A-320. Unless we make all arrangements at Hyderabad, I cannot assure them. But we may examine it. Again in the near future we may examine it.

SHRI VISHWA BANDHU GUPTA: About this problem of finding spares, I would like to know from the hon. Minister whether any cost study has been made for providing spares which are urgently required to see whether some of these spares which are difficult to get and about which we are having problem of payment, can be manufactured at the HAL or by some other private organisation, like it is being done in America. I know, even the Boeing Company dishes out some of the spares to some private people with the checking and inspection facilities being done by FAA which is similar to DGCA. If they can have an additional source for getting spares, it might be a good idea to keep our aircraft fiying.

SHRI MOTI LAL VORA: Sir, the suggestion is, no doubt, very good. We will see how far we can do it.

SHRI KAMAL MORARKA: Sir, my specific question to the Minister is: Has it been brought to the notice of the Minister that every day, Airbus flights are taking off with, what they call, "snags" in the aviation language? There are major snags and minor snags. In fact, there is a running feud in the Indian Airlines between the engineering staff and the pilots, and there were press reports in Bombay in the *Indian Post*, giving details for five days, of the various snags which the Airbus is suffering from, not to talk of the Dornier since the Minister says that Vayudoot will be dealt with separately. But in the case of the Airbus which is the main aircarft on the trunk routes, every day there are flights taking off with snags. Has it been brought to the notice of the Minister, and what steps are being taken to see that these aircraft of international standard are maintained according to international standards, keeping in view the safety of the passengers?

SHRI MOTI LAL VORA: Sir, the the international aircraft are definitely maintained according to the need. Sometimes when snag develops, we can't take the risk of taking passengers. We generally remove it and we put another aircraft. This has

come to my notice also and we are taking all possible care that such things do not occur in future. It occurs sometimes as Mr. Morarka has very rightly said and it has come to my notice.

Demonstration by Teachers in Delhi

*43. SHRI N. E. BALARAM:†

SHRI GURUDAS DAS GUPTA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the answer to Starred Question 29 given in the Rajya Sabha on the 24th February, 1988 and state:

(a) wehther tearhers from all over the country had staged a demonstration at Boat Club on April 11, 1988 demanding immediate implementation of the agreement signed between the Government and the All India Federation of University and College Teachers Organisation (AIFUCTO) in September 1987; and

(b) if so, the reasons for the delay in the implementation of that agreement?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Yes, Sir.

(b) The specific commitments made by the Government were communicated to the State Governments on 7th September, 1987 and have been implemented in all the Central Universities. Several State Govts. which have finalised their scheme of revision of pay scales have incorporated these modifications in their proposals. The main issues that remain to be settled are the institution of a Selection Grade for the Lecturers which was left for further consultations and the revision of pay scales of Librarians and Directors of Physical Education. A decision on these matters is expected shortly and a revised scheme will be communicated to the State Governments thereafter.

SHRI N. E. BALARAM: Sir, some eight months back an agreement was reached between the Government and the college teachers under the AIFUCT in the presence of the Education Minister but so far, except issuing a G.O letter on 11th September of last year which is a very vague letter—nothing has been implemented by the Government. It was a commitment made by the Minister himself. None of the items in the agreement have been implemented so far. For instance, I would like to say that the number of years after which a Lecturer is entitled to promotion as Reader, but nothing has been done by the Government. It was an agreement signed by the Government. On the issue of revison of pay scales of the DPEs and Librarians, nothing has been done so far. It is again remaining an unsettled issue. On the question of promotion of Selection Grade Lecturers and the actual salary structure of the grade, nothing has been done so far on this issue. The Government has made a commitment that it will do its best to ensure uniform pay scales throughout the States. But that also was not implemented. About the Bihar State an assurance was given by the Minister than all the cases would be withdrawn and that the pay for the strike period would be paid. But nothing has been released in Bihar. So far they have not released that payment to the teachers. On all these issues the Government had made a commitment, an agreement. But you have implemented nothing. I would like to know why. When are you go-

†The question was actually asked on the floor of the House by Shri N. E. Balaram.